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INDIA, AUSTRALIA, &c., and for  
PRIVATE RESIDENTS AT THE  
OUTPORTS  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
is given in the  
HON. KONG WEEKLY  
PRESS,  
with which is incorporated the  
CHINA OVERLAND TRADE REPORT.  
Subscription, paid in advance,  
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# Hongkong Daily Press.

ESTABLISHED 1857

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THE  
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FOR 1909.  
Complete Edition ... \$10.00  
Small ... 6.00  
Orders may be sent to the  
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No. 15,912. 號二十九千五萬一第一 日三月初三元統宣 HONGKONG, THURSDAY, APRIL 22ND, 1909. 四年體 號二十二月四九零百九千一英港香 PRICE, \$3 PER MONTH.



SUN GLASSES  
IN GREAT VARIETY.

A. S. WATSON & CO.  
LIMITED,  
HONGKONG DISPENSARY,  
AND  
KOWLOON DISPENSARY.

S. MOUTRIE & CO.  
LIMITED.

THE HOME  
OF THE  
VICTOR

NEW RECORDS  
BY  
EVERY MAIL  
OVER 200 MACHINES  
AND  
10,000 RECORDS.

TO SELECT FROM  
THE LARGEST AND MOST  
UP-TO-DATE STOCK  
IN THE FAR EAST.

Hongkong, 1st October, 1908. [a40-2]

GREEN ISLAND CEMENT COMPANY  
PORTLAND CEMENT.  
In Casks 375 lbs. net \$5.50 per cask ex Factory  
In Bags 250 lbs. net \$3.45 per bag ex Factory  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 29th April, 1908. [a1647]

THE GRAND HOTEL.  
DIVISION STREET, KOBE.  
FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS.  
Situated in close proximity to the Harbour  
and Railway Station.

BEST WINES AND LIQUORS SUPPLIED.  
Special arrangements for a long stay.  
F. DOMBALLE &  
M. MAILLE

PEAK TRAMWAYS COMPANY  
LIMITED.  
TIME TABLE.  
WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.  
7.30 a.m. to 10.00 a.m. Every 15 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.30 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.00 p.m. Every 10 minutes.  
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.  
NIGHT CARS.  
Every 1 hour.  
SATURDAYS.  
Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.  
SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 30 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.00 a.m. to 11.00 a.m. Every 10 minutes.  
11.45 a.m. to 12.00 Noon. Every 15 minutes.  
12.00 Noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to  
11.15 p.m., every half hour.  
SPECIAL CARE by arrangement at the  
Company's Office, Alexandra Buildings, Des  
Vox Road Central.  
JOHN D. HUMPHREYS & SON,  
General Managers  
Hongkong, 1st April, 1909. [549]

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ARE NOW SHOWING NEW DESIGNS IN  
SELECTED TEAK FURNITURE.  
SIDEBOARDS AND DINNER WAGGONS.  
DINING TABLES, CHAIRS, DESKS.  
BOOKCASES, FOLDING CARD TABLES.  
HALLSTANDS, HALL CHAIRS.  
BEDROOM SUITES, WARDROBES.

FIRST CLASS WORKMANSHIP  
INSPECTION INVITED.

LANE, CRAWFORD & CO.

Hongkong, 9th April, 1909. [a33]

KUPPER'S PILSENER BEER.

THE LEADING BEER IN THE  
FAR EAST.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.,  
WINE & SPIRIT MERCHANTS.  
15, Queen's Road Central.

Hongkong, 15th April, 1909. [a35]

AN  
"ALL NIGHT"  
DRUG STORE

You can get what you need at WATKINS DISPENSARY any hour of the night.  
All that you need do to get prompt, cheerful attention is to press the night bell.  
This night service is intended entirely as an accommodation to our customers. It is  
given willingly—cheerfully.

QUALIFIED ENGLISH CHEMISTS

WILL ALWAYS BE ON DUTY TO  
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WATKINS. LIMITED,

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FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons  
String Band Plays during Tiffin and Dinner.  
Well Furnished Reception Rooms.  
Private Bar and Billiard Room for Hotel Residents.

Electric Lifts to each Floor.  
Electric Lighting and Fans.  
Telephones on every Floor.  
Every Comfort.

Ladies' Afternoon Tea Rooms.  
Ladies' Crook Rooms.  
Matros is attendance.

CHARGES MODERATE, AND NO EXTRAS,  
A. F. DAVIES, Manager.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout,  
Electrically Lighted: Electric Fans (if required).  
Electric Passenger Elevator to each floor.  
Table D'Hote at separate tables.  
For Terms, &c., apply to the MANAGER.

Hongkong, 24th July, 1905. [a230]

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PRIVATE HOTEL.

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ELECTRIC LIGHT, Hot and Cold Water throughout,  
Billiards, Tennis, Croquet, putting green and fine stabling for horses.

Proprietress, MRS. G. SACHSE.

"BRAE SIDE,"  
PRIVATE HOTEL.

STANDING in its own grounds with Tennis and Croquet Lawns, Large airy and Well Furnished Rooms, every home comfort.

Fine View of the Harbour.

Telephone, No. 690.

Apply to— MRS. F. W. WATTS,

"Brae-side," 23, Macdonell Road.

Hongkong, 4th December, 1907. [a44]

TELEPHONE 17-1711.

No. 2, QUEEN'S ROAD CENTRAL.

Mrs. M. MATTHAEY, Proprietress.

A thoroughly First-Class and Up-to-Date Hotel.

Large and airy rooms, affording every comfort to Residents and Tourists.

Table D'Hote at Separate Tables.

MODERATE RATES.

Telegraphic address: "Comfort," Hongkong.

For Particulars, apply to M. MATTHAEY.

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Hongkong, 5th October, 1908. [a43]

VICTORIA HOTEL

SHAMEEN—CANTON.

MANAGER—MR. H. H. HAYNES.

Telegraphic address—VICTORIA, SHAMEEN.

SITUATED ON THE BRITISH CONCESSION.

MACAO HOTEL.

MACAO.

MANAGER—MR. H. N. BEAUMPAIRE.

Telegraphic address—"FARMER, MACAO."

SITUATED IN THE CENTRE OF PEATA GRANDE.

Both Hotels electrically lighted, and under experienced European Supervision.

GUIDES AND CARRIAGES PROVIDED.

Every information and special attention given to Tourists.

REASONABLE RATES.

WM. FARMER.

Proprietor.

[a1623]

BOA VISTA

(HOTEL-SANTUARIUM OF SOUTH CHINA).

MACAO.

TIDE Hotel is under European management and most strict supervision as to food, cleanliness and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous for a few days rest and quiet.

Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.

Macao is 40 miles south-west of Hongkong.

Two steamers (a.s. Sui An and Sui Tsui) daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.

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For terms, apply to THE MANAGER.

## INTIMATION

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LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS

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VERY OLD LIQUEUR

SCOTCH WHISKY

A BLEND OF THE FINEST PURE MALT WHISKIES DISTILLED IN SCOTLAND

GENUINE AGE

AND

FINE MELLOW FLAVOUR.

PER DOZEN - \$16.50

RAINIER BEER

LIGHT,  
WHOLESMOME AND INVIGORATING  
"UNDoubtedly THE BEST BEER  
BREWED IN AMERICA."

A. S. WATSON &amp; CO.

LIMITED,

THE HONGKONG DISPENSARY

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ONLY communications relating to the news column should be addressed to THE EDITOR.  
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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LONDON OFFICE: 151, FLEET STREET. EC

The Daily Press.

HONGKONG, APRIL 22ND 1909.

WHEN the United States Minister of the Navy publicly urges the maintenance of a first-class Battleship Fleet in the Pacific as well as in the Atlantic, as READER informs us that Mr. Meyer has done at Boston, we may be quite sure that we shall not have many years to wait before the proposal begins to take practical shape. Evidence has not been wanting of late that the idea has been very much in the minds of the naval authorities in the United States, and that it has become a definite object of ambition with the naval men to have a Pacific fleet which, in the words of Admiral Syra, will be "powerful enough to defy every nation." The plea of President Taft in his inaugural address for a "strong navy" is fresh in the memory of our readers. "A modern navy" he said, "cannot be improvised. It must be built and in existence when the emergency arises which calls for its use and operation. My distinguished predecessor has in many speeches and messages set out with great force and striking language the necessity for maintaining a strong navy, commensurate with the coastline, the Governmental resources, and the foreign trade of our nation; and I wish to reiterate all the reasons which he has presented in favour of the policy of maintaining a strong navy as the best conservator of our peace with other nations, and the best means of securing respect for the assertion of our rights, the defence of our interests, and the exercise of

our influence in international matters." For the present, however, the stationing of a first-class battleship fleet in the Pacific is but an aspiration, as the naval experts of the United States are strongly opposed to the division of the present fleet into Atlantic and Pacific squadrons. They consider that a bigger American navy is necessary before the proposal is practicable, and, moreover, that adequate accommodation for a fleet is an essential preliminary requisite.

Mr. A. L. Vincent, acting assistant Judge of H. B. M.'s Supreme Court, returned to Shanghai last week having made the trip to England and back again, via Siberia, in 48 days. Mr. W. E. Leveson, Secretary of the Municipal Council, made a similar trip some time ago, and was absent from Shanghai exactly 47 days.

A young German resident of Tientsin Mr. Otto Wondel who was formerly in the employ of Messrs. Carlowitz and Co., but lately had been engaged in business on his own account, has died of hydrocephalus, having been bitten by his own dog. Mr. Wondel was married, and his wife had recently left for home.

The hotel trade at Peking and Tientsin remarks a northern contemporary, has been booming of late. Vast crowds of tourists have been visiting the capital, intent on sightseeing. These tourists, like migrating birds, return to these parts at regular intervals and spend a good many dollars. This goes a long way to support the otherwise dull trade of local stores and hotels.

Mr. Gardiner applied for the re-hearing of the case in which Maurice Bon was last week sentenced to two months' hard labour for the larceny of \$500 in bailees, the money of Dora Jackson. Three witnesses were called, one of whom declared that she was in the rooms occupied by the prosecutrix Dora Jackson and heard her say that she lent the money to Bon three months ago, and when witness asked her why she swore in court that she gave him the money to get a draft for her, she replied that she was thinking of something else when she made that statement in court. The hearing was adjourned.

A bogus exclaim who attempted to take advantage of a countryman was at the Magistracy yesterday sentenced to three months' imprisonment. It appears he stopped his victim while on his way to the Canton steamer and pretending to be an excise officer proceeded to search the man. Pretending to be suspicious that the man's purse was rather heavy he took it away, and as he did not return with it, his victim reported the matter to the police. The purse was heavy because it contained ten dollars in twenty cent pieces. The prisoner had formerly been an excise officer.

The Times in an editorial on the report for 1907 on the administration of Korea highly praises the wonderful achievement, comparing it favourably in some respects with the British tasks in India and Egypt. After reciting the remarkable results of the extensive employment of Japanese officials, the journalists of that paper exclaim that "the worthless army was apparently effected without consideration for the future of the discarded soldiers." The Times would be glad to see a large and prosperous community of Japanese established in Korea on friendly terms with the natives; otherwise the Japanese temptation to seek other outlets for population might become more and more insistent.

The half-yearly statement of the International Banking Corporation to December 31, 1908, notes that "business in the Far East during the year rallied spasmodically in some directions, but as a whole remains quiet, and, while we are rather more than holding our own, our profits are in consequence small." Under existing conditions the resumption of dividends must be further deferred. The contraction which we deemed it prudent to make in our commitments in anticipation of, and during, the recent panic resulted, as might have been expected, in the alienation of a certain amount of our business, but we hope by the diligence of our staff and by attention to the interests of our customers to soon regain our position.

The increase that has taken place this season in the number of passengers travelling home by the Trans-Siberian Route from Shanghai is worthy of comment remarks the Shanghai Mercury. Since the beginning of March this year every one of the trains proceeding homewards has been practically full, and at the moment the booking rush is at its height and will continue so for several weeks to come. Enquiry at the Railway's agents locally show that the percentage of increase over the number travelling by each train last year is practically fifty—that is of those booking in Shanghai. Last year there was a considerable advance on the previous season, but not nearly so much as has taken place this year. This is attributed to the improvements effected on the railway and also to the reduction of the time required for the journey from twenty-one days to fifteen.

## EVADING THE STAMP DUTY.

Of late the police have shown great activity in instituting proceedings under the Stamp Ordinance. How much revenue is lost to the colony through receipts not being stamped it would be difficult to estimate, though the Retrement Committee expressed the conviction that at least several thousand dollars a year more than at present realised ought to be obtained. Recent prosecutions by the police were mostly against Chinese merchants who had omitted to affix the necessary stamp to receipts, but another class is being dealt with at present. This is the receipt collectors. When Mr. Chapman, the assessor of rates, made his tour of inspection, he was accompanied by a police officer. For purposes of assessment Mr. Chapman asked for the production of the rent receipts and as the police found that a large number were unstamped they summoned the parties. This month, as many as twenty-five have been before the Magistrate for this offence and in every case a fine was \$25 was inflicted. Thus a sum of \$625 has been collected in fines from this source alone. Probably more offenders could be brought before the court but the prosecution are only taking this year's cases.

The coolie charged with being in the unlawful possession of a cigarette case inscribed "presented to Mr. C. S. Wade by his colleagues at Dick Kerr and Co., Preston" was brought before Mr. Kemp at the Magistracy yesterday. Mrs. R. D. Watt, Quarry Bay, stated that Mr. Wade went to Japan on the 26th December last and a day or two before he left he mentioned that he had lost his cigarette case which had apparently fallen out of this pocket on the 22nd December. She identified the cigarette case as the one which belonged to him. The coolie was discharged and the case ordered to be restored to its owner.

A Chinese passenger by the Kwangchow, who was arrested at Moji with 92 tins of opium in his possession, was sentenced to imprisonment for ten months.

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## TELEGRAMS.

Protected by the Telegraphic Message

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DAILY PRESS EXCLUSIVE SERVICE

ACCIDENT TO A BRITISH DESTROYER.

TOKYO, April 21st.

The destroyer "Fame" burst her boiler on Monday and was towed to Nagasaki by the Virago on Tuesday.

REUTER'S SERVICE TO THE HONGKONG DAILY PRESS

BULGARIA'S INDEPENDENCE RECOGNISED.

LONDON, April 20th.

The Triple alliance has recognised the independence of Bulgaria.

[This means the official recognition of Bulgaria's independence by Germany, Austria and Italy.]

THE SITUATION IN TURKEY.

SULTAN READY TO FLEE.

LONDON, April 21th.

The British warships have landed 500 men at Mersina.

The latest consular telegram states that two thousand persons, including two hundred Moslems have been killed in the town of Adana and five thousand in the vilayet of Adana.

Constantinople is showing signs of anxiety over the protracted conference between the Sultan and the Grand Vizier. The Sultan's yacht is lying alongside the Palace with steam up.

A Malta message states that the latest consular telegram states that the two thousand persons, including two hundred Moslems have been killed in the town of Adana and five thousand in the vilayet of Adana.

The German cruiser Hamburg now

at Corfu has been ordered to Mersina.

SITUATION IN TURKEY.

LONDON, April 21st.

The Sultan remains secluded, seeing only the Grand Vizier, who declares that his Majesty as the guardian of the constitution is benevolently waiting the arrival of San Stefano and fraternising with the investing troops.

The Sultan remains secluded, seeing only the Grand Vizier, who declares that his Majesty as the guardian of the constitution is benevolently waiting the arrival of San Stefano and fraternising with the investing troops.

Two American missionaries have been shot dead at Adana while fighting.

Five American cruisers including the North Carolina and the Montana have been ordered from the West Indies to Alexandria.

DEATH OF MR. G. MURRAY BAIN.

It is with deep regret that we record the death of Mr. George Murray Bain, who had the distinction we believe of being quite the oldest British resident in Hongkong. He came here in February 1864, and his connection with the Colony therefore extends over the long period of forty-five years. Mr. Bain came out to join the China Mail as sub-editor and reporter. In course of time he succeeded to the editorial chair, and in 1872 became the proprietor of the paper. He continued to take an active interest in the paper until a few years ago when ill health and the infirmities of old age obliged him to leave the exacting duties of active control in other hands. In 1906 the business was converted into a private limited company with Mr. Murray Bain as Chairman. Then, in the interests of his health, Mr. Bain once more revisited his native land, and remained in Scotland until last autumn when, failing greatly he decided to return to the East. The voyage out proved somewhat exhausting, and Mr. Bain since his return had been extremely feeble. The end came rather unexpectedly about mid-day yesterday at his residence "Birnam Brae," Conduit Road.

The funeral takes place this afternoon at 5 o'clock where there will doubtless be a large attendance, to show the widespread esteem in which Mr. Murray Bain was held.

WARD COMEDY COMPANY.

Another night of laughter was enjoyed by a good house last night when the Ward Comedy Company presented "Vivian's Papas." The movement was unrestrained and it is safe to say that never have the company allowed to better advantage than they did last night.

The Salomé dance by Miss Baxter was greatly appreciated.

## FAREWELL DINNER TO MR. GRAY SCOTT.

friendships might not be severed but renewed at a distant date in the mother country.—(Applause.)

Mr. W. H. Wickham proposed the toast of departing friends, coupling with the toast the name of Mr. Robert Mitchell, Chief Manager of the Hongkong and Whampoa Dock, and Mr. Malden, who had been Mr. Scott's Chief Assistant. Mr. Robert Mitchell, he said, might be considered a veteran in the Colony, because his residence had extended over a quarter of a century. He had worked his way up from a very subordinate position by hard work and engineering ability to the highest position in the Dock Company's service. He spoke of Mr. Mitchell's engineering ability not only from the opinions he himself had formed, but from the universal testimony of Mr. Mitchell's brother engineers in the Colony. Passing from his professional position Robert Mitchell as a man was a sterling fellow. He was well known to most of them as a friend and a citizen. He had seen it stated that Mr. Mitchell hoped to revisit the Colony in the future for the purpose of collecting dividends—daughter. They were glad to know that he was in a position to collect dividends and they would hope that they would be of increasing size so that he might the more often be tempted to visit the Colony.—(Applause.) With regard to Mr. Malden he had been Mr. Gray Scott's Chief Lieutenant, and Mr. Scott he was sure would not grudge to Mr. Malden the credit he deserved in helping to make the tramway system a success. Socially Mr. Malden was a genial friend who always saw the bright side of things, and they could not look on his face without feeling the better for it added Mr. Wickham. Mr. Scott had borne testimony that Mr. Malden had done his duty well during the years he had been with him, and that was a testimonial that should win him promotion in the future.

Mr. Mallett briefly responded and mentioned that he had the privilege of working under Mr. Gray Scott in former years and could assure those present that Mr. Scott was as popular at Home as he had been in Hongkong.

The remainder of the evening was devoted to harmony.

Mr. Gray Scott leaves by the Nipper Maru on Saturday.

## SUPREME COURT.

Wednesday, April 21st.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. J. GOMPERTZ (PUSINE JUDGE).

## AN HOTEL RUNNER'S CLAIM.

Messrs. Dorabjee and Co., proprietors of the King Edward Hotel, were proceeded against by W. H. Brown to recover \$254.75, being as to salary \$60.00, \$22.75 as to commission and \$165 for wrongful dismissal.

Mr. Otto Kong Sing appeared for the plaintiff, and Mr. Daniels (of Messrs. Johnson, Stokes and Master) for the defendant.

Mr. Kong Sing, in opening, told the Court that plaintiff was an hotel runner who received \$60 a month and commission which brought in \$30 or \$40 a month as well as free board and lodgings in the hotel, on March 30th defendants wrote to plaintiff through their solicitor giving him notice of instant dismissal and giving an account of what was due to them by plaintiff.

Mr. Kong Sing, in outlining the reasons given by the defendant Co., said that there was no rule which prevented complainant from having a man in his room.

## CORRESPONDENCE.

THE BRITISH MERCANTILE MARINE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

Liverpool, March 19th 1909.

SIR.—In this, our country's hour of dire awakening, we are greatly concerned about the Navy, the Army, and the Territorials. But as usual, never a word nor a thought of the dominant factor of all the Merchant Service and the Royal Naval Reserve. Herein lies the root of the question. It is not loss of life in sanguinary conflict which we need consider in the first place, for we are confronted by the indisputable fact that with our merchant ships cut off—either wholly or partly—we will, within the space of a week or two, be faced by the lingering horrors of certain starvation. And in what position do the Merchant Service and Royal Naval Reserve stand?

Dealing firstly with the latter we have a force of nearly twenty-five thousand Officers and men, all practically experienced merchant seamen, who seem to be looked upon in official quarters as a necessary evil. In fact, it has been said by people of considerable authority that, but for outgoing public feeling, the Royal Naval Reserve would be abolished to-morrow.

But to take the much more important question, that of the Merchant Service, the one barrier between life and death, and what do we find? Nearly five hundred aliens commanding and officering British merchant ships, well over three thousand aliens serving in them as petty officers, whilst the glorious (?) Red Ensign is further stained by the fact that no fewer than 37,694 aliens are serving under it.

In war-time we are informed that confidential instructions are to be placed in the hands of the masters of British merchant ships. What is to prevent these instructions innocently falling into the hands of an alien? The Admiralty have never answered the question, which the Guild have put to them more than once.

The late Lord Ritchie, when President of the Board of Trade, declared in the House of Commons that, taking the question of a war where the Royal Naval Reserve were called out, it would be to deplete British ships of British seamen and, instead of being partially manned by foreigners, they would, under the existing circumstances, be altogether manned by foreigners. To be perfectly fair, I may say that the percentage of alien seamen has gone down a little since then, but the difference is not worth considering.

Add to all this that the merchant service is literally seething with insubordination and we can the more realise the terrible perils to which we are exposing ourselves without any qualm of fear or of conscience. Mr. Lloyd George, when President of the Board of Trade, told us not long ago that there had been twenty-seven thousand desertions from British ships in a single year. Official figures from the Board of Trade tell us that, in the last official year there were over twelve thousand cases of "failures to join" on the part of seamen and firemen. From all parts of the world reports from Captains and Officers of merchant ships reach me daily which in regard to their crews and other matters, disclose wholesale defiance of authority and utter contempt for law and order on board ship.

These things are well known to the Board of Trade, the Admiralty, and to the Government. But when they are urged to put matters right they remain inert and allow them to still drift along into the inevitable whirlpool which is our own creation. If others, inspired by the highest patriotic principles and possessing that foresight which, unfortunately, seems so rare, dare to publicly champion the national importance of the merchant service and of the insidious dangers and evils which exist in it as it is at present, their reception is chilling in the extreme. They are invariably met in a hostile spirit, for what reason Heaven only knows, and the nation at large goes jogging along, abdinating the real issue of its future safety to questions which appeal to instincts of mankind alone. Was it not Froude who said—

"Take away the merchant fleet, take away the Navy that guards it, and the Empire will come to an end. Her Colonies will fall off like leaves from a withered tree, and Britain will become once more an insignificant island in the North Sea, for the future students in Australia and New Zealand universities to discuss the fate of in their debating societies."

I am, Sir, Your obedient servant,

T. W. MOORE,  
Secretary.

## PRINCE REGENT'S STUDIES.

A number of high officials, it is stated, have been selected in order to enlighten the Regent on subjects of State Government and Foreign Affairs. The officials selected have had considerable standing experience here and abroad, which perhaps may be taken as showing the attitude of the government towards reform. The officials who by Imperial Edict have been appointed to lecture are Their Excellencies:

Hsia Yen, Vice President of Board of Agriculture and Commerce.

Chiao Hsu Nan, Commissioner of Education.

Liu Ting Shan, Director-General of the Imperial University.

Wu Hsi Chao, Franklin.

Chow Tsz-chi, Councillor of the Wai Wu Fu.

Lao Nai Hsuan, Councillor of the Constitutional Bureau.

Chao Pin Ling, Censor.

Tan Hsu Hang, Director of the Naval Bureau.

Apart from these appointees there are also (of Kwang Hsu's reign) on the list of lecturers Their Excellencies Lu Jen Ching, Chang Yin Liu, Tang Chung Chung, Pao Hsi and Chue Yi Fan, all of whom are mandarins holding high positions in the various boards.

## COMPANY MEETINGS.

## THE UNION INSURANCE SOCIETY OF CANTON LTD.

The thirty-sixth ordinary meeting of shareholders in the Union Insurance Society of Canton, Ltd., was held at the offices of the Society, No. 2, Queen's Buildings, at noon yesterday. Mr. E. Ormiston presided, and there were also present Messrs. W. Helms, E. G. Barrett, J. W. C. Bonnar, A. Forbes (Directors), C. Montague Ede (Secretary), C. H. Rose, J. A. Jupp, A. B. Rouse, F. Maitland, D. B. Murray, C. E. H. Beavis, F. B. Denon, W. L. Tattenhead, C. G. S. Mackie, W. Hutton Potts, H. F. Carmichael, D. D. Gaspar, R. H. Crofton, J. Barton, W. H. Wickham, Ho Fook, F. Smyth, L. Robert, E. Georg, S. G. Newall, F. P. Hett and L. Berinduguare.

The SECRETARY read the notice calling the meeting.

The CHAIRMAN said—Gentlemen, I propose with your permission to follow the usual procedure and take the report as read. It has been in your hands for some weeks and has no doubt been carefully studied by you. In order to make a true comparison between the 1907 figures now before you and those of 1906 presented last year, you must bear in mind the fact that exchange has fallen a further penny which accounts for the whole increase in our Premium Income of \$191,000; it is therefore more apparent than real. Although trade was greatly depressed, the year was as profitable as could be expected; in fact if you compare our figures with those published by companies of the same magnitude as ourselves you will feel sure come to the conclusion that your interests have been very well cared for. We have a divisible balance of \$680,000, and this year Directors propose to deal with as follows:—To pay a final dividend of \$17 per share on account of 1907, making the full dividend for that year \$47 and to carry forward the large balance of \$469,000 to Underwriting Suspense Account, which figure I can assure you is more than ample to provide for any possible losses. It has been our practice in past years, as far as was humanly possible not to underestimate losses and this plan has been adhered to as regards the year now being dealt with, but as our new system of working has only been in force since the beginning of 1906 it is difficult to forecast with accuracy what the third and fourth years' settlements will amount to; we have therefore deemed it wiser to provide an additional margin of safety over estimates by carrying forward, in a liquid form, a larger amount than at present seems necessary, instead of placing it to Reserve Fund, and I feel sure that this policy which is dictated by prudence will meet with your cordial approval. The figures for 1908 as shown in the Report are satisfactory as far as they go. The first year's loss settlement shows a decrease of one per cent. as compared with the previous year and we feel that we can quite safely recommend the declaration of an interim dividend of \$30 per share on account of 1908 and the payment of a bonus of 20 per cent. to contributors. The falling off in takings need give you no anxiety for if you study the publish results of the underwriting of many of our Home competitors you will find that those with a reduced premium income have made the best profit, for in a dreadful year such as had just passed when as the direct result of bad trade competition ran riot and rates in many directions were cut down below a paying level, careful management dictated that the worst paying accounts should be abandoned; this points to safety and the maintenance of results such as shareholders in this Society have learned to look for. We have old and tried officers in charge of our chief Branches and it must be gratifying to you to note that they have not been tempted to depart from the wise policy of the Company and engage in a blind scramble for business at any price such as, I am afraid, has been characteristic of the year now over. There are signs that, owing to the disastrous experience of the underwriting world generally the tendency of rates is upwards; already in certain directions an improvement has taken place and we hope that such improvement will become general. The incidence of total losses of first class liners has been one of the features of 1903 and our Reinsurance Fund which was established to provide for just such an eventuality has automatically come into play. The fund has grown steadily during normal years and may be expected to increase again as years go on. To-day it equals our capital. The report before you gentlemen is in itself a good one and you are to be congratulated on the outcome of a year which to many others has not been so profitable. You will be glad to hear that we have not forgotten our staff and have voted a bonus of 15 per cent. of a year's salary to the Provident Fund of each member who is in our service at the end of this month. Before proposing the adoption of the Report and Accounts I shall be glad to know if any shareholder wishes to ask any questions.

No questions were asked and the CHAIRMAN moved the adoption of the report and accounts as presented.

Mr. C. H. Ross in seconding said—Gentlemen, I feel sure all of you have listened with the greatest interest to the Chairman's speech, which to my mind is a clear and comprehensive statement of the working of the Society during the period concerned. After two years, such as 1907 and 1908,—years I may mention fraught with exceptional difficulties to Underwriters—it must, I think, be particularly gratifying to shareholders to find that the Society's experience of the business of year 1907 permits of the payment

of an increased final dividend for that year, while its forecast of the ultimate result of operations for 1908 warrant the recommendation by the Board of the usual Interim Dividend and a Bonus of 20 per cent. to Contributors. I am glad of the Chairman's assurance that although no addition has been made to the Reserve Fund, further claims have been amply provided for, by the sum which—as he explained—is to be kept in a more liquid form. In view of the period of depressed trade through which the world generally has been passing, and in spite of the counteracting influences of the fall in silver, we might reasonably have anticipated a very largely reduced premium income, it seems clear however that its maintenance has not been at the cost of quality of the business done, as is evidenced by the fact to which attention has just been drawn, that the "Ratio of the first year's loss settlements," of this particularly bad year, is lower than that of the year before. Gentlemen, this augurs well for the future, and I think our best thanks are due to those gentlemen who have so ably superintended the Society's business during these deplorable trying times. The bonus of 15 per cent. of a year's salary to the Provident Fund of each member of the staff will, I feel sure, meet with your hearty approval. Turning to the front page of the report, I think you will all notice with much pleasure that the name of Mr. W. J. Saunders is now included in those forming the London committee. The Society owes much to this gentleman, and I feel sure his able counsel will be of much value to the London Board. Gentlemen, I have much pleasure in seconding the adoption of the report and accounts as presented to you this day.

Mr. BEAVIS proposed the re-election of Messrs. C. H. Louzmann and W. Helms as Directors.

Mr. TRATHMAN seconded and the motion was agreed to.

On the motion of Mr. Jupp, seconded by Mr. Maitland, Messrs. W. Hutton Potts and A. R. Lowe were re-appointed auditors.

The CHAIRMAN—Gentlemen, that is all the business. Dividend warrants will be sent out to-morrow.

## EXTRAORDINARY GENERAL MEETING.

An extraordinary general meeting was held immediately after the annual meeting, the same shareholders being present with the exception of Messrs. J. A. Jupp and W. H. Wickham.

The SECRETARY read the notice convening the meeting.

The CHAIRMAN said—Gentlemen, The advertised time of the Extraordinary Meeting being already passed I will now call upon the Secretary to read the notice convening it. For some time past your Directors have had under consideration the existing form of the Society's Memorandum and Articles; these were originally framed over 25 years ago when the prevailing custom was to make the Memoranda of Association as short as possible. The Union Insurance Society of Canton, Ltd., have just passed a resolution with a view of bringing their Memorandum and Articles of Association up to date. It is very convenient that the constitution of this Company should be on all fours with that of the Union Insurance Society of Canton, Ltd., and it is proposed to give effect to this by the amended form of Memorandum and Articles now before you. I will now put the resolution:—"That the Memorandum and Articles of Association of the Company be respectively extended, altered and amended so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted, altered and amended so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Company to the exclusion of those heretofore prevailing."

Mr. ROUSE seconded and the motion was carried unanimously.

The CHAIRMAN—That completes to-day's business Gentlemen, I am obliged to you for your attendance. There will be a confirmatory Meeting on 7th May at 12.45 p.m.

## THE YANGTSE INSURANCE ASSOCIATION LTD.

## ANNUAL MEETING.

The nineteenth ordinary general meeting of the above company was held at Shanghai on the 16th inst.

Mr. J. M. Young (Chairman) presiding over an attendance of shareholders representing 9,046 shares.

The notice concerning the meeting was read.

The Chairman—Gentlemen—The report and accounts for the year ending on December 31, 1908, having been in your hands for some time may I presume, be taken as read but before formally proposing the adoption and passing of the same I beg you to permit me to make a few remarks as usual on the occasion of our annual general meeting of the course of our business since we met on April 28, last year. Your directors are very pleased to be able to present accounts showing what they feel sure you will consider very satisfactory results, especially in a year characterized by almost universal depression in business all the world over and which still exercises its baneful influence in many directions. The balance at credit of working account 1907 & former year is \$244,928.77 against \$123,602.74 for the previous year and as stated in the Report the directors recommend the payment of a dividend of 20 per cent. on the whole of the Paid-up Capital of 12,000 shares, viz.—\$12 per share, which will absorb \$144,000, to place \$50,000 to the credit of Re-insurance Fund, and \$8,000 to credit of Building Reserve Fund and to carry forward the balance of \$87,300.77 which is considered ample to meet any claims outstanding against 1907 and years previous.

Mr. MACKIE seconded, and the motion was carried.

The CHAIRMAN—That completes to-day's business, Gentlemen. I am obliged to you for your attendance. There will be a confirmatory meeting on May 7th at 12.30 p.m.

## THE CHINA TRADERS' INSURANCE CO. LTD.

## ANNUAL MEETING.

The forty-third ordinary meeting of Shareholders of the China Traders' Insurance Co. Ltd. was held at the offices of the Company No. 2 Queen's Buildings at 12.30 p.m. yesterday.

Mr. E. Ormiston presided and there were also present Messrs. E. G. Barrett, J. W. C.

Bonnar, J. W. Handow, C. S. Gibbey, W.

Helms, A. Forbes, H. A. Siebs, (Directors),

C. Montague Ede (Secretary), A. B. Rose

H. Hunter, H. J. W. Carvalho, B. M. C. Cumha

V. L. Remedios, A. E. S. Alves, J. A. Carvalho,

J. F. A. Barros and J. Gardner.

The SECRETARY read the notice calling the meeting.

The CHAIRMAN said: Gentlemen, I will

with your permission take the report as

read. A comparison of the years 1906 and 1907

shows an increase in net premium of the latter

which is almost entirely due to the fall in

exchange. Interest in 1907 shows an increase

of \$20,000 which is satisfactory. Turning to

the other side of the account you will see that there

is little or no variation in commissions,

charges etc. while losses paid shows an

increase of \$150,000, the increase in the dollar

figure as in the case of takings being largely

due to exchange, the balance carried forward

is \$53,000 less and amounts to \$359,000 which

we propose to deal with as follows:—To pay a

final dividend of \$1.50 per share, to add £8,000

to Reinsurance Fund and to carry forward the

balance of \$231,000 to Underwriting Suspense

Account. As regards 1908 account there is

a falling off in premium of \$68,000 and in

interest \$15,000 while on the other side of the

account losses and claims paid are smaller by

\$44,000, while the balance carried forward is

only \$8,000 less than the previous year. On the

whole we consider the figures very satisfactory

and we therefore recommend the payment of

an interim dividend of \$3 per share on

account of 1908 and a bonus to contributors

of 20 per cent carrying forward the balance.

Mr. EDE proposed that Messrs. C. R.

Louzmann and W. Helms be re-elected

Directors.

Mr. HUNTER seconded and the motion was

carried.

On the motion of Mr. EDE seconded by Mr.

M. Carvalho, Messrs. W. H. Jeffries and A. R.

Lowe were re-appointed Auditors.

Mr. EDE proposed that the net premium

earned during the year ending December 31,

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding &c, should be addressed to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS Codes: A.B.C.  
P.O. Box, 53. Telephone No. 12.

## NEW ADVERTISEMENTS

THE YANGTSE INSURANCE ASSOCIATION LTD.

NOTICE TO SHAREHOLDERS.

A DIVIDEND at the Rate of Twenty-five Per Cent. being FIFTEEN DOLLARS Per Share, on the Paid-Up Capital of the above Association, has been DECLARED PAYABLE in Ticks, at Exchange 73, at the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA or the HONG-KONG & SHANGHAI BANKING CORPORATION, Shanghai, on and after This Date, to Shareholders of Record on the 9th April, 1909.

By Order of the Board of Directors,  
W. S. JACKSON,  
Secretary.

Shanghai, 17th April, 1909. [639]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

**N**O TICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Society will be held at its Head Office, No. 2 Queen's Buildings, Victoria, Hongkong, on FRIDAY, the 7th May, 1909, at 12.30 P.M., for the purpose of confirming the following Special Resolution, which was duly passed at an Extraordinary Meeting of the Society held on the 21st April, 1909:

"That the Memorandum and Articles of Association of the Society be respectively extended, altered and amended so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Society to the exclusion of those heretofore prevailing."

Prints of the proposed Memorandum and Articles of Association can be seen at the Society's Offices, or obtained on application there.

By Order of the Board of Directors,  
C. MONTAGUE EDE,  
Secretary.

Hongkong, 21st April, 1909. [640]

THE CHINA TRADERS' INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

**N**O TICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Company will be held at the Head Office, No. 2 Queen's Buildings, Victoria, Hongkong, on FRIDAY, the 7th May, 1909, at 12.45 P.M., for the purpose of confirming the following Special Resolution, which was duly passed at an Extraordinary Meeting of the Company held on the 21st April, 1909:

"That the Memorandum and Articles of Association of the Company be respectively extended, altered and amended so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Company to the exclusion of those heretofore prevailing."

By Order of the Board of Directors,  
C. MONTAGUE EDE,  
Secretary.

Hongkong, 21st April, 1909. [641]

TO LET.

**F**URNISHED at the Peak, from 1st May. TWO ROOMS with Bath, Room, Particulars and Servants' Room. Separate entrance. Apply— X. Y. Z., Care of "Daily Press" Office. Hongkong, 22nd April, 1909. [642]

IMPERIAL GERMAN MAIL LINE, NORDDEUTSCHE LLOYD, BREMEN. FOR SHANGHAI, NAGASAKI, HIIGO AND YOKOHAMA.

**T**HE I.G.M. Steamship "DERFLINGER." Capt. G. Mainers, will leave for the above places TO-DAY, the 22nd inst., at NOON. NORDDEUTSCHE LLOYD.

For further Particulars apply to MELCHERS & CO., General Agents.

Hongkong, 22nd April, 1909. [5]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

**T**HE Company's Steamship "KUMSANG," having arrived from the above Ports Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge of remaining on board after 4 p.m. the 23rd inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD.

General Managers.

Hongkong, 21st April, 1909. [16]

NOTICE.

\$150,000 to Invest on Mortgage: Send Particulars of Securities offered to X. Y. Z., Care of "Daily Press" Office. Hongkong, 30th March, 1909. [537]

WANTED.

**B**Y a GERMAN GENTLEMAN, residing in CAINE ROAD, Advanced Lessons and an Accompanist Violin and Piano twice a week from 9 to 10 o'clock in the evening.

Apply stating terms to X. W.

Care of "Daily Press" Office.

Hongkong, 6th April, 1909. [578]

## PUBLIC COMPANY

THE HONGKONG ELECTRIC CO. LTD.

**N**O TICE IS HEREBY GIVEN that the TWENTIETH ORDINARY GENERAL MEETING of the SHARE-HOLDERS will be held at the Company's Offices, St. George's Building, on SATURDAY, the 24th April, 1909, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 28th February, 1909, and settling Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th April, 1909, both days inclusive.

By Order of the Board of Directors,  
GIBB, LIVINGSTON & CO., Agents.

Hongkong, 7th April, 1909. [587]

## INTIMATIONS

HONGKONG GENERAL CHAMBER OF COMMERCE.

**T**HE ANNUAL GENERAL MEETING of the Members of the HONGKONG GENERAL CHAMBER OF COMMERCE will be TO-MORROW (FRIDAY), the 23rd April, 1909, at 4 P.M., in the CITY HALL for the following purposes:

1. To receive the Report and Accounts of the Committee for the year ending 31st December, 1908.

2. To elect a New Committee.

3. To transact any General Business.

By Order, E. A. M. WILLIAMS, Secretary.

Hongkong, 15th April, 1909. [614]

HONGKONG GYMKHANA CLUB.

**T**HE FIRST MEETING of the Season will be held at the HAPPY VALLEY, on SATURDAY, the 24th inst., commencing at 3.30 P.M.

The Charge of Admission will be \$1.00 for others than Members of the HONGKONG JOCKEY CLUB or GYMKHANA CLUB.

Soldiers and Sailors in uniform Half Price. The Committee invite the Ladies of Hongkong to be present.

C. GORDON MACKIE, Hon. Secretary and Treasurer.

Hongkong, 17th April, 1909. [625]

CHINA NAVIGATION COMPANY, LTD.

HONGKONG TO SHANGHAI.

DIRECT CARGO AND PASSENGER SCHEDULE SERVICE.

**T**HE Twin Screw Steamers "ANHUI," "CHINHUA," "CHINAN" and "LINAN" leave Hongkong alternately every THURSDAY P.M. and SUNDAY at Daylight for SHANGHAI DIRECT.

The Sunday Morning Steamers are availed of by the Postal Authorities for the conveyance of H.M. Mail to Europe via the Siberian route, and are the most regular and convenient sailings for passengers travelling via Siberia.

For further particulars apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th April, 1909. [624]

## SPECIAL NOTICE.

CHARGEURS REUNIS FRENCH STEAMSHIP COMPANY.

**T**HE French Steamship Company, CHARGEURS REUNIS beg to inform the Public that their Steamers of the Round-the-World Line will henceforth suppress calling at Vancouver and Puget Sound Ports. They will proceed from Yokohama DIRECT TO SAN FRANCISCO without making any Port of call en route.

Shippers of Cargo to SAN FRANCISCO, MEXICO, and SOUTH AMERICA will no doubt appreciate this new facility afforded to them of a fast Cargo-Boat Service from China and Japan to above mentioned destinations.

For full information, apply to

MESSAGERS MARITIMES, Agents at Hongkong.

Hongkong, 17th April, 1909. [626]

## SINGON &amp; CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Shipchandlers. Nos. 35 & 37, HING LOONG STREET (2nd Street, west of Central Market) Telephone No. 515. [583]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," A.I. ABC, and Engineering Code Use NEW DOCK NOW OPEN.

DOCK NO. 3.

Extremes Length... 722 feet  
Length on Blocks... 714 "

Width of Entrance on Top... 96 "

Width of Entrance on Bottom... 82 "

Water on Blocks at Spring Tide 34 "

DOCK NO. 1.

Extreme Length... 523 feet

Length on Blocks... 513 "

Width of Entrance on Top... 68 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide 61 "

DOCK NO. 2.

Extreme Length... 371 feet

Length on Blocks... 350 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide 22 "

PATENT SLIP.

Suitable for vessels up to 1,000.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS is always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice.

Applying terms to X. W.

Care of "Daily Press" Office.

Hongkong, 6th April, 1909. [578]

Particulars of Securities offered to

X. Y. Z., Care of "Daily Press" Office.

Hongkong, 30th March, 1909. [537]

WANTED.

BY a GERMAN GENTLEMAN, residing in CAINE ROAD, Advanced Lessons and an Accompanist Violin and Piano twice a week from 9 to 10 o'clock in the evening.

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Hongkong, 6th April, 1909. [578]

## INTIMATIONS

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3-Transformation of Water into paper.

4-Burn a Bank note, and the same note will reappear.

5-Mysterious multiplication of 1 ball placed in a small empty box to about 100.

6-Mysterious disappearance of articles gathered from the audience.

7-Burning ash changed into curios.

8-A string of several nations flags

9-Three nations' flags.

10-Boiling eggs transformed into living birds.

11-Marvellous transportation of gold fish.

12-Fishing a gold fish from a spectator's hat.

13-Mysterious hat tricks (handkerchiefs and watch).

14-Mysterious card tricks.

15-Rope and handkerchief trick.

16-One dollar piece put in a hat will be changed into 50 pieces.

17-Japanese dance performed by tritcks.

18-Japanes dwarf dance.

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Hongkong, 21st April, 1909.

## EVOLUTION OF THE AEROPLANE.

## MEANING OF A GREAT EXHIBITION.

This is a wonderful world we live in. It seems only a few years ago says a London paper that in those gardens behind the Albert Hall we saw the first or one of the first exhibitions of motor-cars. Odd, misshapen things they were. As they wheezed and grunted their painful way round and round a small arena, it seemed impossible they could ever be anything but laughing-stocks or clumsy toys!

Yet we have just seen a procession of eight miles of motor-cars, smart, speedy, serviceable, carry a battalion of Guards to Hastings and back, at an average speed of over twenty miles an hour, and with scarcely an accident. Had one prophesied such afeat fifteen years ago one would have been ridiculed, regarded as a visionairy, & crank.

And suppose someone were to prophesy to-day that in another fifteen years we shall be seeing a Guards' battalion whisked off to the coast in aeroplanes—what would be said to that? Unimaginative people with short memories would pooh-pooh such a possibility. But with the marvellously rapid progress of motor-cars in mind, and with such an exhibition as that which has opened at Olympia to stimulate our thoughts, how can we waive the idea aside?

## NOT A THEME FOR JOKING.

This exhibition is going to set all London talking. It is going to make people realise that the aeroplane is not merely a theme for joking, a fad, a toy, but a reality, a practical machine for flying, an invention that has come to stay.

Up to now people have not understood this. They have heard of flights at Pen, at Le Mans, in the United States, always a long way off. They have said to themselves that it was just a passing craze. Now they can go to Olympia and as they cross the threshold they will imagine they have stepped suddenly into one of Mr. H. G. Wells' stories of the future, when aeroplanes fly regularly between London and Paris, and when wars are fought in the air.

Most people have thought of aeroplane inventors and constructors as cranks, men with bees in their bonnets. As they watch the keen-faced mechanics going about their work in a quiet, business-like way, just as if they were in an engine "shop," they will soon be disabused of that. Strange and unfamiliar as they look at first, these vast machines are, most of them, thoroughly practical and scientific—not yet quite practical and scientific enough perhaps, but getting well on towards the moment when they will emerge from the experimental stage.

## SUPPOSED VISITORS.

Already they are so far advanced that you can walk in and order one if you have £500 or £600 to spare—not a theoretical flying-machine, but one that has actually been in the air. The remarks that were heard on all sides yesterday showed clearly that the exhibition had come as a tremendous surprise to most of the visitors. They went thinking it would be a good joke; they found it an amazing eye-opener which gave them a fresh vision of the possibilities of the near future. They had come to scoff. They remained to marvel, and they went away thinking deeply over what they had seen.

Many had evidently never before realised what the principle of the "heavier-than-air" flying-machine is. An expert was trying to a little group. "Stop a minute," he said, and ran up to the gallery. From there he sent a sheet of paper floating into the air. It swayed this way and that, travelled quite a little distance, then gradually dropped.

"Now why didn't it drop straight down?" asked the expert. "Because its surface, or p'one, offered resistance to the air. Imagine that sheet of paper driven by a small engine, instead of wandering free, and you have a model aeroplane."

Now the little group near him looked with different eyes upon the huge machines around them. The use of the "bathing boxes," as some one called them, became plain. For the first time it was clear to them what an aeroplane was.

It is an exhibition that no one who is alive to the march of events will miss. Its interest evidently appeals to the Prince of Wales, who, it was announced yesterday, will visit the show next week. It marks a stage forward. Some day we shall look back upon this exhibition as we now look back upon these funny motor-cars behind the Albert Hall. We live indeed in a wonderfully interesting world.—H. H. F.

## THE "TIMES" ON OPIUM COMPENSATION.

It seems that the Colonial Office is disposed to follow a fair and reasonable policy in regard to the suppression of opium smoking in Hongkong. When the question first arose, we pointed out that if the English nation resolved to secure the abolition of the vice within the limits of the British Empire, it would be extremely unjust that the cost of giving effect to this intention should be laid on the shoulders of the British subjects in the Colonies concerned. Those who pressed strongly for a drastic anti-opium campaign apparently did not take this view. Regarding the trade and use of the drug as highly immoral and vicious, they proclaimed that the choice lay between righteousness and money, and demanded the immediate suppression of the opium habit in the Crown Colonies of the Far East. But they made no suggestions for assisting the people in these dependencies in bearing the burden of the reform for which they pressed. In the debate in the House of Commons last year Colonel St. L' Egremont reminded his party that morals rather than money was hardly an appropriate cry when the morals belonged to one set of people and the money to another. The Colony of Hongkong has long derived a large proportion of its revenue from the opium traffic. Any movement for the suppression of the vice must therefore involve a serious financial loss, and bring a very heavy burden on the taxpayers of the place. It is satisfactory to learn, however, that the Government have decided that it would be unjust for the people of this country to indulge their virtuous intentions at the expense of others, and that Parliament will accordingly be asked to sanction a substantial contribution to help to make good the decline in the revenue of the Colony. Such a step is all the more equitable since Hongkong at present pays a considerable sum to the cost of Imperial defence. It also appears from the Memorandum prepared by the Governor of the Colony, Sir Frederick Lugard, that the process of restricting opium smoking will be gradually carried out. He does not deny the evils resulting from the vice, but he considers that precipitate action would be unwise. Any sudden closing of the doors would certainly produce ill effects. Such a measure could not stop opium smokers from indulging in a habit, which in most cases has a very firm grip on its victims. The vice would be secretly pursued, and its followers, who are mainly drawn from the lowest and often from the criminal classes, would be removed from the surveillance and control of the police, to which they are now subject in the licensed dens. There is also the danger that the sudden restriction of opium will encourage alcoholic excess and the spread of the morphine habit. In fact, it has been found that many of the so-called remedies given to opium smokers simply provide the drug in another form. To assist reformers any suggestions for delay

and caution are intensely unavailing. But it is unquestionable that, by extravagant assertions and reckless arguments they have retarded the progress of the cause which they have at heart. Toofcon, for instance, put down to the effects of opium my disease or death from which a smoker may suffer. Their opponents, on the other hand, maintain that the opium habit, moderately pursued, is relatively harmless, and that the number of those who take the drug to excess is limited. Probably the truth, as often, lies between the two extreme views. The International Opium Commission, which met at Shanghai last month, passed a number of resolutions which, while clearly recognising the opium habit as an evil, did not advocate any drastic or immediate campaign of suppression. But it urged the different nations represented to take action with a view to assisting each other in putting an end to opium smoking, and the Conference may supply a valuable stimulus to the movement towards this goal. Each Government will now feel that its policy will be subject to the scrutiny of the others. Great Britain has proved that she is ready to assist the Chinese by consenting to a reduction in the annual import of opium from India and if the Peking authorities can show that they are able to accelerate their programme of reform, this country is not likely to place any obstacles in the way.

## FASHIONS AND FANCIES.

## BLACK SILK COATS.

It is good news that black silk coats will be worn again this season. There is no material that combines so well lightness and smartness as this. So far as can be prognosticated, we can have our choice between short waist and long waist. It seems as though both styles were to be in fashion. And in the matter of length, we may choose among short, half-length, three-quarter, and full-length. The first must come at least four inches below the normal line of waist. The last must cover the short walking gown. The intermediate lengths are too well-known to need any specification. Some of these silk coats are lined, some not. Others have a body lining but the skirt is free from any.

## THE SATIN COAT.

The new satin coats are of the tailor order, and fit the figure accurately. Almost all are long-waisted, showing the beautiful inward curve of the figure at the back, so long lost to sight under the reign of the Empire and Directoire periods. The sleeves, too, are of the old coat (coude, elbow), shape, with no fullness whatever at the top. This requires some skill to arrange, so that there is no dragging of the sleeve when the arm is put forward. The style suits the broad-shouldered but is extremely trying to the meagre line of many figures, rendering them ineffectually insignificant. A short, thin woman looks as nothing in such a coat. She should sacrifice fashion to the becoming, and in doing so her tailor or dressmaker will gladly aid and abet her, knowing well how impertinently her scanty figure demands at least a semblance of shoulder width. Also, a very narrow line across here makes the waist look large; but one almost fears to advocate a change lest we should have again the enormous width of sleeve that makes some old photographs look so very funny. Three-quarters of a yard across some of us measured in those days. Not so very long ago, either. Probably nine or ten years since.

## THE VANISHED POUCH.

Then, when we had taken in a reef or two in sleeves, we fell victims to the hideous pouch, one of the very ugliest fashions, not even excepting crinolines, that was ever devised. For years this made artists and sculptors shudder, while physiologists smiled at the grotesque absurdity. But now it has vanished, let us hope, for ever. The bodice fits neatly and compactly, and does every justice to a good figure, while making the best of an indifferent one. If only the waistline could have some abiding place, we might be fairly happy about our gowns. Sleeves, it is true, are rather tight for comfort when made by the "little" dressmaker who studies economy in material rather than human anatomy, but on the whole we should be content. One fears a change, lest a worse thing happen to us. Where, for instance, shall we bulge out next? Or where be forced into exiguity?

## THE NEW OTTOMAN.

The new silk has a wide rib, and is almost as light as Liberty satin. It is pure silk and is made in all the smart colours. A gown of this in dead-leaf green has a coat, to match, much cut away from the front, but trimmed with the up-to-date long lines at the back in brown and dark pink embroidery of the new transparent kind in pale blue and soft pink and green. The blouse is in dead-leaved chiffon set into a band of the embroidery, which crosses the front, turns on itself to make a line at right angles crossing each shoulder, and again makes "corners" to compose a straight-across line at the back. All above this line there is very finely tucked chiffon in the same shade of green as the gown, and quite transparent. The very high collar is in the embroidery finished with the indispensable tuck in soft white tulle just edged with black.

## THE BLouse OF THE HOUR.

The up-to-date blouse should match the skirt in colour, as described above, and it should have the appearance of a double bodice. That is, the collar, chemise, and sleeves form the under bodice, and the rest of the blouse the upper one, including sleeves from shoulders to above. Sometimes there is even a turned-down lace collar arranged over the upper bodice. This is rather pretty, but a perfect nuisance if the blouse has to be worn under a coat, as is generally the case. The collar is sure to get crushed.

## THE SUPPLEMENTARY BLouse.

The blouse for wearing with a Directoire or pinfore gown must indulge in no such whimsies. It has to be in a straight forward design adapted to its subservient position as merely supplementary to the gown. The sleeves should be long, and, if not made of lace, very much tickled, and the collar and upper part must match the sleeves.

## WHAT ABOUT SHORT SLEEVES?

They seem to be creeping up again, and may possibly reappear unblushingly when the warm days come, after having been pronounced completely out of fashion. They are certainly convenient for summer wear and the active exercises girls engage in out of doors. They also have the further advantage of keeping clean as long sleeves never can. The long-sleeved blouse has to go to the cleaner twice as often as the short. But the latter should be worn with discretion. When arms are thin and read it is just as well to afford them a friendly veil by means of sleeves.

## THE ROBE-CORSET.

A reference was made to the robe-corset in this column a fortnight since, in which it was omitted to state that this admirable garment is cut à la princesse, so that there is no ridge or join as there would be if the skirt were fastened to the edge of the corset. Instead of that the material is continuous from the top of the corset to the frill of the petticoat. It is this which adapts it so perfectly to the sheath-like mode of the hour and also to the princess gown which is to carry all before it this season. Even in Paris this invention of an English lady is accepted as the latest word in corsets, and I wonder that Parisian ladies should have left it to an English to discover

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such a solution of the problem of skirts. The petticoat frills are detachable and adjustable.

The greatly reduced weight of clothing is evenly distributed over the whole body, and each corset is specially designed for the person who is to wear it. It affords perfect support and at the same time permanently removes irrelevant and superfluous bulk, giving graceful lines and curves. M. de Noe in "Le Reveil Moderne," writes: "Now let us own ourselves, we Frenchmen, renowned for our elegance, our chic. The light has come to us from London, for it must be admitted freely that the ideal corset is English." —X. and Z., in "The Globe."

## NEW MUSICAL PRODIGY.

Musical prodigies are familiar features of the concert world of to-day. A few of them grow up into mature artists; many of them disappear altogether. Whatever may be the ultimate fate of Kalman Rov, who arrived in London last month from Budapest, it is at least certain that this twelve-year-old child will have one of the foremost masters of the violin at present in existence.

During a private hearing given to the musical critics of the "Daily Mail" the gifted boy displayed a command of violin technique little less than marvellous. He played a Paganini concerto with a superb scorn of its arduous technical demands, and never once was guilty of a false note.

Kalman Rov developed musical talent at the age of four, when he managed to evolve melodies out of an instrument made of Indian corn. Later on he was presented with a toy violin, and it was upon this that the chief of one of the numerous wandering gipsy bands heard him extempore. The gipsy was so struck with the child's ability that he presented him with a real violin.

It is to the perspicacity of his aunt, herself a musical enthusiast, that the boy's latent genius was brought to light. This lady, recognising her nephew's exceptional talent, took him to Mikszáth, where he was placed under Zsolti, and afterwards to Budapest, where he subsequently became a pupil of Kubay, the teacher of Venezy. It was at this last town that Kalman Rov played the Paganini Concerto in D with an orchestra and scored a great triumph.

## SUICIDE OF AMERICAN MILLIONAIRESS.

Mrs. Pierre Lorillard, a millionaire and a leader of American society, committed suicide by gas at her residence of Washington on the 25th ult. It is stated that Mrs. Lorillard had been suffering from melancholia.

Mr. Pierre Lorillard, her husband, who died in 1901, was the head of the great tobacco house which bears his name. He was many times a millionaire, but he was more than a millionaire. He was among the first of the wealthy Americans to patronise the arts, and he was known as a leader in the most exclusive set in New York society. It was he who formed the Millionaires' Club at Tuxedo Park, which is the Ranleigh or Hurlingham of New York.

It was as a racehorse owner, however, that Mr. Lorillard was best known. He was the owner of the first American horse that won a Derby, and his other successes on the Turf are too numerous to be recorded.

His greatest racing triumph was with Iroquois, which started second favourite in the Derby on June 1, 1881, and finished first.

The present head of the house of Lorillard is Mr. Pierre Lorillard jun., who has carried on the social and sporting traditions of the house. A daughter of Mrs. Lorillard married the Hon. Cecil Baring, heir to Lord Revelstoke, in London in 1902.

How to be Beautiful—Keep your complexion, Mrs. Ellen's Crème Charnante, Lait Charnant and Special Skin Tonics and Pouder Charnante will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

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## SHIPPING.

**ARRIVALS.**  
 ARABIA, German str., 4,438, Newmann, 21st April—Portland 20th March, Flour—F. & A. S. S. Co.  
 CHENAN, British str., 1,350, J.H. Brown, 21st April—Shanghai 18th April, General Butterfield & Swire.  
 CHILDAR, Norwegian str., 1,102, Nielsen, 21st April—Bangkok and Swatow 20th April, Rice—Chile.  
 CHOYSAENG, British str., 21st April—Canton.  
 DAIGO MARU, Japanese str., 660, H. Muragami, 21st April—Tampi 16th April, General—Osaka Sheen Kai-sha.  
 DAIYA MARU, Japanese str., 735, Kohayashi, 21st April—Kuching 16th April, Coal—Mitsubishi Goshi Kai-sha.  
 DREFFINGER, German str., 5,141, G. Meiners, 21st April—Singapore 16th April, Mails and General—Molchers & Co.  
 FOOGHOW, British str., 1,223, Vincent, 21st April—Wuhu 15th April, Rice—Butterfield & Swire.  
 FOOKSANG, British str., 1,387, G. Mitchell, 21st April—Mojie 16th April, General—Jardine, Matheson & Co.  
 HATTAN, British str., 1,183, J. S. Roach, 21st April—Swatow 20th April, General—Douglas, Lapraik & Co.  
 HELENE, German str., 77, J. Jeszen, 21st April—Tourane and Nakhon 20th April, General—Jelsen & Co.  
 HIKANO MARU, Jap. str., 5,282, H. Fraser, 21st April—Singapore 16th April, General—Nippon Yusen Kai-sha.  
 KIANG PING, Chinese str., 1,222, Udden, 21st April—Chinkiang 16th April, General—Chinese.  
 KUMPSANG, British str., 2,077, E. J. Buller, 21st April—Calcutta 6th April, General—Jardine, Matheson & Co.  
 PAUL SIEMSEN, German str., 1,844, D. Lenz, 21st April—Kob 15th Apr., General—Molchers & Co.  
 SIRELLA, American str., 5,655, A. Zender, 21st April—an Francisco 26th March, Mails and General—T.M. S.S. Co.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

21st April.

Choyang, British str., for Shunghai.  
 Foochoe, British str., for Canton.  
 Hirano Maru, Jap. str., for Kobe.  
 Klang Ping Chinese str., for Canton.  
 Kueichow, British str., for Shanghai.  
 Wokang, British str., for Moji.  
 Wakamatsu Maru, Jap. str., for Wakamatsu.

## DEPARTURES.

21st April.

GOEDEN, German str., for Europe, &c.  
 HALVARD, Norwegian str., for Whampoa.  
 KAMOR, Norwegian str., for Haiphong.  
 KNIVSHEER, German str., for Hoilow.  
 TUILIWONG, Dutch str., for Singapore.  
 PESEUS, British str., for Singapore.  
 PRHANAN, German str., for Bangkok.

## SHIPPING REPORTS.

The British str. Foochoe reports: Experienced fine weather generally with fogs.

The British str. Fooching reports: Weather overcast and foggy throughout the voyage.

## VESSELS IN DOCK.

April 21st.

ABERDEEN DOCK.—Tiaiac, Empress of China, Y. Soutin, Ponglong, Ilua Verde, Michael John, Apian.  
 COSMOPOLITAN DOCK—H.M.S. Wiven.

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Hongkong, 3rd April, 1909. [418]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

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Honkong, 29th March, 1909. [3]

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Honkong, 2nd April, 1909. [566]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h" midway between Hongkong and Kowloon "m" and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

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LONDON &c. via OBUS PORTS OF CALL.	ASAYE	Brit. str.	k. w.	Owen Jones, R.N.R.	P. & O. S. N. Co. ....	On 1st May, at Noon.
ANTWERP & HAMBURG via STRAITS, &c.	LIBERIA	Gov. str.	k. w.	Knaisel	HAMBURG-AMERICA LINIE ...	About Middle of May.
ANTWERP, ROTTERDAM & HAMBURG, &c.	BULGARIA	Gov. str.	k. w.	Hildebrandt	HAMBURG-AMERICA LINIE ...	About Beg. of June.
SOUTHAMPTON, LONDON & ANTWERP.	MONTMOUTHSHEIRE	Brit. str.	k. w.	G. S. Warner, R.N.R.	JARDINE, MATHESON & CO., LTD.	On 28th inst.
ROTTERDAM & HAMBURG, via STRAITS, &c.	NICOMEDIA	Gov. str.	k. w.	Müller	HAMBURG-AMERICA LINIE ...	On 19th May.
HAVRE, BREMEN & HAMBURG, &c.	SILESIA	Brit. str.	k. w.	v. Hoff	HAMBURG-AMERICA LINIE ...	On 2nd June.
MAURITIUS, LONDON & ANTWERP.	SCANDIA	Brit. str.	k. w.	D. Böhren	JARDINE, MATHESON & CO., LTD.	About 20th inst.
MAURITIUS, LONDON & ANTWERP via SINGAPORE, &c.	GLAMORGANSHIRE	Brit. str.	k. w.	Girard	MESSAGERIES MARITIMES ...	To-morrow.
MAURITIUS, LONDON & ANTWERP.	TRANQUILLUS	Fr. str.	k. w.	J. Nagao	NIPPON YUSEN KAISHA ...	On 27th inst., at 1 P.M.
MAURITIUS, LONDON & ANTWERP.	ERNEST SIMONS	Fr. str.	k. w.	Schwinghamer	HAMBURG-AMERICA LINIE ...	On 3rd May.
MAURITIUS, LONDON & ANTWERP via SINGAPORE, &c.	KANAGAWA MARU	Jap. str.	k. w.	T. Mural	NIPPON YUSEN KAISHA ...	On 12th May, at D'light
MAURITIUS, LONDON & ANTWERP via SINGAPORE, &c.	BRIGAVIA	Jap. str.	k. w.	W. Bolabridge	TO KYOTO KISEN KAISHA ...	About 5th May.
MAURITIUS, LONDON & ANTWERP via SINGAPORE, &c.	HAKATA MARU	Jap. str.	k. w.	Cobol	SANDER, WIELER & CO. ....	On 27th inst.
MAURITIUS, LONDON & ANTWERP via SINGAPORE, &c.	MIYASAKI MARU	Jap. str.	k. w.	DODWELL & CO., LTD.	DODWELL & CO., LTD.	On 30th inst.
MAURITIUS, LONDON & ANTWERP via SINGAPORE, &c.	HONGKONG MARU	Jap. str.	k. w.	SHEWAN, TURNER & CO.	SHEWAN, TURNER & CO.	On 1st May, at 6 P.M.
MAURITIUS, LONDON & ANTWERP via SINGAPORE, &c.	AUSTRIA	Brit. str.	k. w.	CANADIAN PACIFIC R. CO.	CANADIAN PACIFIC R. CO.	On 11th May, at Noon.
MAURITIUS, LONDON & ANTWERP via SINGAPORE, &c.	SATSUMA	Brit. str.	k. w.	D. Lenz	DODWELL & CO., LTD.	About 24th inst.
MAURITIUS, LONDON & ANTWERP via SINGAPORE, &c.	INDRAJAYO	Brit. str.	k. w.	T. Shotton	NISSHO YUSEN KAISHA ...	On 27th inst., at Noon.
MAURITIUS, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF CHINA	Brit. str.	k. w.	K. Sato	NISSHO YUSEN KAISHA ...	On 11th May, at Noon.
MAURITIUS, LONDON & ANTWERP via SINGAPORE, &c.	MONTAGUE	Brit. str.	k. w.	Fred Pyne	CEIRE, LIVINGSTON & CO. ....	On 25th inst., at Noon.
MAURITIUS, LONDON & ANTWERP via SINGAPORE, &c.	PRINZ SIGISMUND	Brit. str.	k. w.	D. Lenz	MELCHERS & CO. ....	Today, at 5 P.M.
MAURITIUS, LONDON & ANTWERP via SINGAPORE, &c.	YAWATA MARU	Jap. str.	k. w.	T. Seikine	NISSHO YUSEN KAISHA ...	On 14th May, at Noon.
MAURITIUS, LONDON & ANTWERP via SINGAPORE, &c.	TAIWAN	Brit. str.	k. w.	L. Dawson	BUTTERFIELD & SWIRE ...	On 11th June, at Noon.
MAURITIUS, LONDON & ANTWERP via SINGAPORE, &c.	NIKKO MARU	Jap. str.	k. w.	M. Yagi	NISSHO YUSEN KAISHA ...	On 5th May, at D'light
MAURITIUS, LONDON & ANTWERP via SINGAPORE, &c.	SADO MARU	Jap. str.	k. w.	G. H. Anderson	NISSHO YUSEN KAISHA ...	To-day, at Noon.
MAURITIUS, LONDON & ANTWERP via SINGAPORE, &c.	HIRANO MARU	Jap. str.	k. w.	H. Fraser	NISSHO YUSEN KAISHA ...	On 12th May, at Noon.
MAURITIUS, LONDON & ANTWERP via SINGAPORE, &c.	NIKKO MARU	Jap. str.	k. w.	M. Yagi	NISSHO YUSEN KAISHA ...	Quick despatch.
MAURITIUS, LONDON & ANTWERP via SINGAPORE, &c.	TIUBODAS	Dut str.	k. w.	Zwart	JARDINE, MATHESON & CO. ....	To-morrow, at Noon.
MAURITIUS, LONDON & ANTWERP via SINGAPORE, &c.	UHIPPING	Brit. str.	k. w.	W. Mooney	BUTTERFIELD & SWIRE ...	Quick despatch.
MAURITIUS, LONDON & ANTWERP via SINGAPORE, &c.	KASHING	Brit. str.	k. w.	T. W. Pickard	MELCHERS & CO. ....	To-day, at Noon.
MAURITIUS, LONDON & ANTWERP via SINGAPORE, &c.	CANTON	Brit. str.	k. w.	G. Meiners	BUTTERFIELD & SWIRE ...	10 days.
MAURITIUS, LONDON & ANTWERP via SINGAPORE, &c.	DERFFLINGER	Brit. str.	k. w.	E. A. Peters	BUTTERFIELD & SWIRE ...	About 25th inst.
MAURITIUS, LONDON & ANTWERP via SINGAPORE, &c.	CHINHUA	Brit. str.	k. w.	A. E. Sandbach	BUTTERFIELD & SWIRE ...	On 25th inst., at D'light
MAURITIUS, LONDON & ANTWERP via SINGAPORE, &c.	SHANGHAI	Brit. str.	k. w.	Sellier	JARDINE, MATHESON & CO. ....	About 26th inst.
MAURITIUS, LONDON & ANTWERP via SINGAPORE, &c.	MOJI	Brit. str.	k. w.	MESSAGERIES MARITIMES	MESSAGERIES MARITIMES ...	On 27th inst.
MAURITIUS, LONDON & ANTWERP via SINGAPORE, &c.	YOKOHAMA	Brit. str.	k. w.	HAMUCHE-AMERICA LINIE ...	OBANA SHOSEN KAISHA ...	On 27th inst., at 10 A.M.
MAURITIUS, LONDON & ANTWERP via SINGAPORE, &c.	SHANGHAI	Brit. str.	k. w.	SHUNWA TOMEI & CO.	BUTTERFIELD & SWIRE ...	On 29th inst., at 4 P.M.
MAURITIUS, LONDON & ANTWERP via SINGAPORE, &c.	SHANGHAI	Brit. str.	k. w.	F. Williams	P. & O. S. N. CO.	On 29th inst.
MAURITIUS, LONDON & ANTWERP via SINGAPORE, &c.	SHANGHAI	Brit. str.	k. w.	B. W. H. Snow	BUTTERFIELD & SWIRE ...	On 29th inst.
MAURITIUS, LONDON & ANTWERP via SINGAPORE, &c.	SHANGHAI	Brit. str.	k. w.	Eckhorn	NISSHO YUSEN KAISHA ...	On 29th inst.
MAURITIUS, LONDON & ANTWERP via SINGAPORE, &c.	MOJI	Brit. str.	k. w.	Bradley	BUTTERFIELD & SWIRE ...	On 10th May.
MAURITIUS, LONDON & ANTWERP via SINGAPORE, &c.	YOKOHAMA	Brit. str.	k. w.	de Brouwers	JARDINE, MATHESON & CO. ....	On 15th May, at Noon.
MAURITIUS, LONDON & ANTWERP via SINGAPORE, &c.	SHANGHAI	Brit. str.	k. w.	Izquierdo	NISSHO YUSEN KAISHA ...	Quick despatch.
MAURITIUS, LONDON & ANTWERP via SINGAPORE, &c.	SHANGHAI	Brit. str.	k. w.	H. Munroyana	NISSHO YUSEN KAISHA ...	On 28th inst., at 8 A.M.
MAURITIUS, LONDON & ANTWERP via SINGAPORE, &c.	SHANGHAI	Brit. str.	k. w.	G. H. Pennafather	NISSHO YUSEN KAISHA ...	On 25th inst., at 4 P.M.
MAURITIUS, LONDON & ANTWERP via SINGAPORE, &c.	SHANGHAI	Brit. str.	k. w.	J. Warrack	NISSHO YUSEN KAISHA ...	To-morrow, at 4 P.M.
MAURITIUS, LONDON & ANTWERP via SINGAPORE, &c.	SHANGHAI	Brit. str.	k. w.	J. S. Bosch	NISSHO YUSEN KAISHA ...	

**PENINSULAR & ORIENTAL**  
STEAM NAVIGATION COMPANY.

STEAMERS TO SAIL REMARKS

LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID AND MAURITIUS	PALMA	About 23rd April	Freight only.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SOMALI	About 25th April	Freight and Passage.
SHANGHAI	DELTA	About 29th April	Freight and Passage.
LONDON via USUAL PORTS	ASSAYE	Neon, 1st May	See Special Advertisement.
OF CALL	Capt. Owen Jones, R.N.E.		

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 21st April, 1909.

**CHINA NAVIGATION CO., LTD.**  
SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHINHUA"	On 22nd April, 4 P.M.
AMOY, MANILA, CEBU and ILOMO	"SUNGKIANG"	On 23rd April, 4 P.M.
CHINXIANG	"KASHING"	On 23rd April, 4 P.M.
AMOY and SHANGHAI	"CHIHLI"	On 24th April, 4 P.M.
MANILA	"CHENAN"	On 25th April, D'light
SHANGHAI	"TAMING"	On 27th April, 3 P.M.
MANILA	"LINAN"	On 26th April, 4 P.M.
SHANGHAI	"ANHUI"	On 2nd May, D'light
MANILA	"TEAN"	On 4th May, 3 P.M.

THURSDAY ISLAND COAST TOWNS, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, TAIYUAN On 14th May, 4 P.M.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo or through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

The Sunday Morning Sailings carry Passengers and H.M. Mails to connect with Siberian Mail to Europe.

FARE INCLUDING WINES \$40 SINGLE and \$70 RETURN.  
TELEPHONE 36.

For Freight or Passage apply to—  
BUTTERFIELD & SWEE, AGENTS.

**OSAKA SHOSEN KAISHA.**

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING	STEAMERS	DATES
* TAMSUI via SWATOW, "DAIGI MARU"	Capt. H. Murayama	SUNDAY, 26th April, at 10 A.M.	"CANTON"	Middle of April.
+ SHANGHAI via SWATOW, "BUJUN MARU"	Capt. Y. Fuzeno	TUESDAY, 27th April, at 10 A.M.	"TRANQUEBAR"	On 23rd April.
+ ANPING via SWATOW, "SHOSHU MARU" & AMOY	Capt. Ichijo	WED'DAY, 28th April, at 10 A.M.	MELCHERS & CO., AGENTS.	6.
* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivalled Table.				
+ Taking Cargo or through Bills of Lading to all Yangtze and North China Ports.				

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor No. 1, Queen's Buildings. Hongkong, 20th April, 1909.

T. ARIMA, Manager.

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**INDO-CHINA S. NAV. CO., LTD.**

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
TIENTSIN via TSINGTAU & CHEFOO	"CHILISHING"	Friday, 23rd April, Noon.
MANILA	"YUENSANG"	Friday, 23rd April, 4 P.M.
SHANGHAI	"HANGSANG"	Sunday, 25th April, D'light
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Tuesday, 27th April, Noon.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Friday, 30th April, Noon.
MANILA	"LOONGSANG"	Friday, 30th April, 4 P.M.
SH'HAI, YOKOHAMA, KORE & MONS.	"KUTSANG"	Wednesday, 1st May, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

+ Taking Cargo or through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 6.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.

Hongkong, 22nd April, 1909.

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DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAITAN"	SWATOW, AMOY & FOOCHEW	FRIDAY, 23rd April, at Noon.
"HAIMUN"	SWATOW	SUNDAY, 25th April, at 10 A.M.
"HAIYANG"	SWATOW, AMOY & FOOCHEW	TUESDAY, 27th April, at 1 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 22nd April, 1909.



**HONGKONG-MANILA.**

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

**CHINA AND MANILA**  
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 24th April, Noon.
RUBI	2540	R. W. Almond	Manila	On 1st May, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 19th April, 1909.

**SOUTH AMERICAN LINE.**

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, AND SALINA CRUZ (MEXICO).

S.S. HONGKONG MARU	6000 tons gross	Sail June 1st, 1909.
S.S. MANSHU MARU	5000	August—1909.
S.S. AMERICA MARU	6000	October—1909.
S.S. HONGKONG MARU	6000	Dec. —1909.

For particulars apply to

K. MATSUDA, Manager.  
TOYO KISEN KAISHA, York Building.

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Hongkong, 15th April, 1909.

**HAMBURG-AMERIKA LINIE**  
HAMBURG.

**EAST ASIATIC FREIGHT SERVICE.**

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

**NEXT SAILINGS FROM HONGKONG:**

**HOMEWARD.**

FOR ROTTERDAM & HAMBURG:	S.S. NICOMEDIA	28th April
FOR MADRID, HAVRE & HAMBURG:	S.S. BRISGAVIA	3rd May
FOR HAVRE, BREMEN & HAMBURG:	S.S. SILESIA	19th May
FOR ANTWERP & HAMBURG:	S.S. LIBERIA	About Middle of May
FOR ANTWERP, ROTTERDAM & HAMBURG:	S.S. BELGRAVIA	Aboard Beg. of June
FOR HAVRE & HAMBURG:	S.S. SCANDIA	2nd June

Further Particulars apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 6th April, 1909.

**MAIN RAILWAY LINE**—Semi-Weekly Express Service from Dairen to Changchun (Kwangchow), in connection with Siberian Express trains at Harbin, by a train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co.

**BRANCH RAILWAY LINES:**

ROYJUN LINE—For Royjun (Port Arthur) 2 hours from Dairen.  
YINGKOU LINE—For Yingkou (Newchang) 3 hours from Tashilichiao Junction.

FUSHUN LINE—For the famous Fushun Collieries from Szechuan Junction.

ANTUNG-HSIEN LINE—A light railway from Mukden to Antung-Hsien connecting with the Korean Railway.

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "KORE MARU" (2,577 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Luxe).

**RAILWAY HOTELS**—YAMATO HOTEL (Tel. Add.: "YAMATO")

AT DAIREN (Dairen), PORT ARTHUR and CHANGCHUN (KWANCHENG TZU), all managed by the Company and provided with every convenience, luxury, and comfort.

